

The Decatur Daily Republican.

VOL. XII.

DECATUR, ILLINOIS, MONDAY, MAY 21, 1883.

NO. 43

BOYS' SUITS For \$2.50, Worth \$5.

Less than the cost to manufacture. Parents don't miss our



Big Bargains!

We place on sale to-day FIVE HUNDRED Boys' Suits from \$2.50 up.

Our \$5.00 ALL-WOOL SUITS can't be beat, and you will say so when you see them.

DON'T MISS THESE BARGAINS.

A BASE BALL CAP given to every purchaser of one of these boys' suits.

REMEMBER these suits were purchased by Mr. J. R. Race, just home from New York, at a CLOSING OUT SALE, and we give the boys the chance to buy good stylish suits CHEAPER THAN EVER SOLD IN DECATUR BEFORE.

To see that we mean business call at

Marble Hall, 17 and 19 Water St.

J. R. RACE & CO.

May 17, 1883—d&w

!! A NEW ENTERPRISE !!

Long experience has satisfied us of the necessity in Decatur for AN EXCLUSIVELY PAINT AND ARTIST'S STORE,

Stock being Selected and Handled by Practical Workmen.

We respectfully announce to the TRADES and PUBLIC GENERALLY, that we have an extensive assortment of ARTISTS' MATERIALS available for

HOUSE AND CARRIAGE PAINTERS,

Such as—Leads, Oils, Putty, Turpentine, Varnishes of all kinds, Japan, Dryers, Lithographs—Wood

Pipes, Brushes of all grades, sizes and quality, also, full assortment of ARTISTS' MATERIALS,

22—1/2 lbs. Colors—Reined Oils, Canvases—Palettes, Palette Knives, Plaques, Brushes, Pencils,

Hair Sticks, Crayons, French Pastel, Crayons, assisted of all colors and tints—Japan, Empty

Oil Jars, Paint Jars, Paint Boxes, Paint Pans, Paint Pots, Paint Pails, Paint Pails, Paint Pails,

Paint Shop is in the rear of the store, where we are prepared to execute in the latest

style the Art Shop Writing, Fancy and Ornamental Work.

From a common barn to the finest

style of car or carriage.

REMEMBER THIS! For some of our friends have reported

that we do no common work. We keep always first-class workmen for all kinds of work.

Aug. 25—d&w

MYER & SON.

GEORGE P. BLUME
THE OLD RELIABLE DEALER IN

SEWING MACHINES AND SUPPLIES,

—THE—
DOMESTIC!

WHITE,

—AND—

OTHER MACHINES.

OFFICE—Last door in Opera Block, between 17th and 18th Streets, and directly opposite Masonic Temple. Nov. 21, 1883—d&w

SAVINGS FUND Building Association

Provide yourself a Home, and avoid paying rent by becoming a member of the Building Association. The fourth Series of the Stock of the Savings Fund Building Association, to date from the last Tuesday in May, can now be subscribed for at the office of

Warren & Durfee.

Payments 50 cents a month per share.

K. H. ROBY, Pres't.
B. K. DURFEE, Sec.

May 2, 1883—d&w

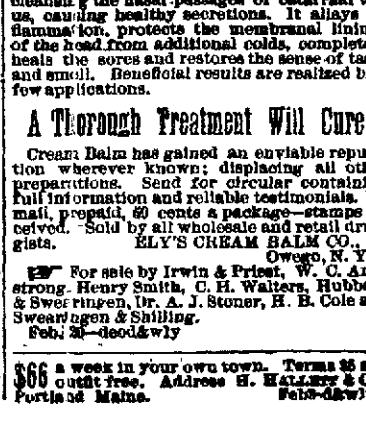
PALACE HOTEL

N. LAUX, Proprietor.

South Main St., corner of Wood, Decatur, Ill.

250 per day. Large rooms, all comfortable, well furnished at all hours.

Feb. 4, 1883—d&w



For the purpose of disposing of
ONE HALF OUR LOTS

—ON—

Water, Durfee, Bradford
and Marietta Sts.,
And having them improved during the com-
ing season, we are making
Special Offer of Reduced Prices
and Easy Terms, good for
60 Days from this date.

WARREN & DURFEE,
March 9, 1883—d&w

A RUNAWAY BICYCLE.

At the Mercy of the Velocipede With
a Broken Brake.

Running Down the Mountain Side
at the Speed of a Mile a Minute.

Chicago Tribune.
Our mine, the Spindulix, of Colorado, was
the highest on the range. It was 2,670 feet
above Silver Brick station and nine miles
distance from the village. From the works up
to the mine there was a broad, hard, smooth
road, used for carting ore down from the
mine and hauling supplies up. The average
grade down the mountain was 300 feet to the
mile; in some places it was considerably
steeper, and at intervals almost level. The
road was made partly on the bare rock, and
would up a narrow gully; presently it climbed
outside the chasm and here at several places
the road had been blasted out of the solid
rock, or cut into the perpendicular side of the
mountain; but everywhere the road was al-
most as smooth and hard as a floor. Know-
ing that a loose stone might cost the lives of
both teamster and team, where sometimes the
brakes would not entirely check the descent of
an ore-wagon, until one of the nearly level
places had been reached, the teamsters were
careful to keep the surface of the road clean
and smooth.

By constant practice I managed at last to ride
my fifty-two inch "WILLIAM" roadster up
the whole slope to the Spindulix, of course
resting at levels, but my chief delight was
the coasting down again; it required skill, a
good deal of nerve, and a firm grasp of the
brake.

One evening an accident occurred to one of
those engaged at the mine. I instantly got out
my bicycle, explaining that I could go swifter
than a horse down the slope. In a few min-
utes I had on my riding-dress and was off.

The night was clear and crisp; the full moon
except in a few curves, shone directly on the
gush, lighting up the road. Leaning well
back, with my legs over the handles, and a
firm grip on the brake, I allowed the wheel
to roll down the steep slope at a speed
which I had never dreamt of venturing before.
Within the next minute, I allowed the machine
to run faster, and still faster. Over the
first level I shot like an arrow. Down the next
slope I seemed to glide on the rushing wind.
Then I turned a curve upon the next level.
Knowing every inch of the road, I did not
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